









catching the steamer *Madora* for her return. Mrs. Sheldon carried out the exact programme arranged before starting. She spent a month in the Kilimanjaro district, and even visited places not included in her original plans. For instance, no one expected that Mrs. Sheldon in her trip toward Mount Kilimanjaro, where she had been preceded by such experienced explorers as Thompson, Johnston and Myers, would be able to add much to establishing geographical knowledge. In point of fact, her aim was to study the interesting people of the Kilimanjaro plateau. She has, however, been fortunate enough to explore, for the first time, Lake Chela, which, because of its situation at the bottom of a volcanic crater with perpendicular sides, was supposed to be inaccessible.

At Taneta, Mrs. Sheldon met with Mr. Anstruther, who intended to explore Lake Chela, which is situated about ten miles north of Taneta. With great difficulty a road was cut through the trees and crevices down to the surface of the lake. Mrs. Sheldon's porters found the old pontoon, which had been abandoned at Taneta by a Russian prince, which they improvised for a boat. Only one of the seventy porters could be induced to join Mrs. Sheldon and Mr. Anstruther in exploring this Devil's water, as they called it. They found plenty of crocodiles and wild ducks in the lake. Curiously enough, there was a rapid current in the water, showing that the lake itself is in the course of an underground river.

June 22nd.  
The Secretary of State for War in the Commons to-day, replying to a question put to the Government by Cobb (Radical and nonconformist), said that he would consider whether the request for a three years' return of names, etc., of all the non-commissioned officers and privates in the British army who were punished, whether by card-playing or gambling, or taking part in such card-playing or gambling, could be granted. Sunlight added that he did not see the necessity for an order calling attention of the commanding officers of the army to the regulations regarding gambling.

The marriage of Miss Alberta Ponsonby, daughter of the Queen and daughter of Sir Henry Ponsonby, private secretary to Her Majesty, to Lieutenant-Colonel W. E. Montgomery of the Scots Fusilier Guards, took place this afternoon at Wellington Barracks chapel.

An incident at the wedding is commented on as proving that whatever differences may have existed between the Queen and the Prince of Wales, on account of the Queen's scandal, have been remedied, and that mother and son are once more on the most cordial terms. As soon as Her Majesty was seated in or on the throne-like gilded chair provided for her, she caught sight of the Prince of Wales and his family opposite and smiled benignly. Then, as if noticing the eagerness with which the audience scrutinized her demeanor, she rose with some difficulty, as usual, and walked across the front of the altar to where the Prince of Wales was seated. As she did so she held out her hand, and the Prince, who had arisen and stepped forward to meet his royal mother, stepped forward to meet her. The Queen, with a report that could be heard all over the chapel. The Queen and the Prince remained chatting together for several moments, the assembly watching the interview with great interest.

PARIS, June 22nd.  
The committee of the Chamber appointed to inquire into Panama canal matters has declined to consider the requests made with a view of soliciting the French Government to enable the company to finish the work commenced at Panama.

In the Deputies to-day Lassere moved that the Government explain why they so long delayed the prosecution of the culprits in the Melville scandal, and why the trial was conducted with closed doors.

De Freycinet, Minister of War, responded that as far back as 1889 he instituted an inquiry into the relations existing between Turpin and Tipone, and he found that an open trial might lead to disclosures which it would be inconvenient for the War Office to make. Turpin's subsequent action, he said, caused a further exhaustive inquiry in 1890, and the committee on them after reporting that a trial would not endanger the national defense, the prosecution proceeded, showing that everybody concerned except the persons charged deserved the confidence of the country.

After a protracted debate a vote of confidence was adopted—388 to 187.

Sir Thomas Elder of Australia, who has set on foot many undertakings for the exploration of the remaining blanks on the maps of Australia, has equipped another important expedition which on May 1st was ready to start from Adelaide.

The leader is the well-known Australian explorer, David Lindsay. The area that he will explore lies nearly all to the west of the overland telegraph line which, extending from Port Darwin on the north to Port Augusta on the south, nearly bisects the continent.

The expedition is exciting the greatest interest in Australian colonies and a large harvest of results in the various departments of science is expected.

Forty-four camels, with their African drivers and native guides, form part of the expedition, and Mr. Lindsay is accompanied by an adequate force of scientific assistants. The regions to be visited are utterly unknown.

NEW YORK, June 24th.  
The *Police Gazette* has a dispatch from San Francisco saying that Sullivan will give \$10,000 a side and a purse of \$25,000, either in the Olympic Club, New Orleans, or the Granite Club, Hoboken, any time between September and February.

VIENNA, June 24th.  
The Kaiser Francis Joseph took luncheon to-day on the British ship *Victoria*, at Fiume. In toasting the Queen of Great Britain, the Austrian Kaiser expressed the sincerest veneration and attachment during her admirable life, and his admiration for the perfection of the British navy. The Kaiser returned to Fiume in the evening amid salutes by the British squadron.

LONDON, June 24th.  
The baptism of the daughter of the Princess Louise and the Duke of Fife, takes place to-morrow, and the Queen will become god-mother to her great-granddaughter. The Duke of Fife is greatly relieved by the decision that the child's title is to be Lady Fife instead of Princess. He believes that the ancient curse which tradition says rests upon the house of Fife has become extinct, having reached its highest point and fulfilled itself with him. The child is expected to be an old and childless man, but it will now be possible, in case Lady Fife ever has male issue, for her to take the title of Duchess of Fife in her own right, and thus perpetuate the ancient name, whereas, if she were to be Princess, the inferior title could not be revived.

It is likely that there will be a reorganization of the political parties of Germany owing to a split in the National Liberal party on the subject of Bismarck.

The retirement of Mr. Justin McCarthy from the leadership of the Irish party is expected to follow the release from jail of Mr. John Dillon, who will succeed him.

The admirers of Mr. Lascelles in London are organizing to present him with a memorial of their continued esteem and their sympathy with him in his present tribulation.

It is said that the coming visit of the Kaiser to London will be made the occasion for a definite understanding as to the Triple Alliance.

The German Government are considering the question of abandoning the German possessions in New Guinea, as they are expensive and are not showing any signs of becoming profitable.

Mr. Parnell and Mrs. O'Sha were yesterday privately married in the Registrar's office at the small village of Steyning near Brighton. The affair was kept very quiet and the newspaper correspondents were put entirely off the scent until it was all over. Mr. Parnell intends to have the ceremony performed in a church in London as soon as a clergyman can be found who will officiate.

June 20th.

George Francis Train, on his trip around the world, reached Paris to-day. He will sail on Wednesday for New York.

There was something of a sensation in the lobbies to-day over the letter of Sir John E. Gorst, Political Secretary of the India Office, to the Secretary of the Dockyard Labourers' Society at Chatham, which he criticises and disparages the Admiralty, suggests that it treats the labourers unjustly and urges them to place their grievances before the Labor Commission. In order that the conditions of their employment may be more conformable to the principles of justice. Such a criticism by one member of the Government upon another department of the same Government is virtually unprecedented and is certain to strengthen the hands of the Tories who are demanding that Sir John's resignation be accepted because of his recent slurs upon the management of the Manupur affairs by his own immediate superior in the India Office. It is difficult to see how Lord George Hamilton, first Lord of the Admiralty, can ignore the attack upon his department.

The prominence of Sir William Vernon Harcourt in recent debates has marked him out in the general opinion as the successor of Mr. Gladstone. Mr. John Morley, however, is more popular with the Radical element of the Liberal party and is said to view with some jealousy the leading part taken by Sir William Harcourt as the coming leader of the Liberal party should Mr. Gladstone be unable to return to Parliament. Mr. Gladstone's friends profess that he is certain to recover. The public interest in his health is shown by the innumerable telegrams sent him from all parts of the world.

DUBLIN, June 20th.  
The Tenants Defence Fund, which now amounts to nearly £21,000, is being managed jointly by the Parnellites and anti-Parnellites. There is some friction but less than there was reason to fear some time ago.

VICTORIA, June 20th.  
United States S.S. *Albatross*, Lieutenant Wainwright in command, left for Behring Sea to-night.

The steamer *Costa Rica* left for Behring Sea this evening with coal and supplies for the war-ships.

SIBERIA AND ITS PEOPLE.

Newspaper readers have no doubt observed during the last four or five months a series of articles and sketches, dealing with Siberian subjects, appearing in the *Illustrated London News*. These are the work of Mr. Julia M. Price, a special artist of that well known paper, and are part of the result of nearly a year's remarkable travelling through almost unknown regions. Mr. Price having lately arrived in Shanghai, a representative of the *North-China Daily News* called upon him the other day and was enabled to glean some interesting particulars about the artist's travels. Mr. Price is of middle height, thin, bronzed by travel, alert in manner, and with more of the soldier than the artist apparent in his outer man. He talked about Siberia like a man in love with his subject. He has interviewed Boulanger, de Blowitz and other celebrities for the *Pall Mall Gazette*, and seemed to be quite happy in being interviewed himself, pouring forth his store of information with great fluency.

Asked to describe the circumstances under which his journey was begun, Mr. Price said: "I was despatched by my paper with a commercial expedition sent out by a Syndicate of English gentlemen of which Lord Wenlock, Captain Fletcher-Vane, Mr. Albert Grey, etc., etc., were the promoters, to open up a trade route with Siberia along the Yenisei, one of the three great rivers traversing the country from north to south. As the expedition (for particulars of which I refer you to the *Illustrated London News*) was to land me in the heart of Siberia without going through Russia, there was a good deal of correspondence to be gone through before I was allowed to go. Sir Robert Morier was communicated with, and after some time it was arranged through the intervention of my friend Sir Frederick Leighton, the President of the Royal Academy, I was bound to say that the facilities I obtained made my path smooth throughout my stay in Russian territory, and I never had the slightest trouble with the officials. We came through the Arctic Ocean and the Kara Sea, and the expedition landed me at Yenisei, a large town about 1,500 miles up the Yenisei and from that point I travelled by sledge on my own account."

"Do you think that any of your letters home were opened by the officials?"

"I think very few letters from Siberia are opened. Everything I sent seems to have been received at home, and before I started it was stipulated that everything I sent was to be submitted to the syndicate before being published. A heavy penalty was provided for any breach of this agreement; otherwise I should not have been allowed to accompany the expedition. The papers sent to Russia may possibly have had portions of my article obliterated by the censors, and I have no doubt letters to Siberian exiles are opened, but I don't think letters going the other way are much interfered with."

"Did you experience any of the discomforts generally connected with Siberian travel?"

"The tales of hardship are very much exaggerated. I have always had excellent rooms at the hotels, and even at the post-stations I had only once any difficulty in getting a bath. There were certainly fleas," Mr. Price admitted, "but that is only to be expected. All my road travelling was by winter, and though the cold was sometimes very great, it was never too severe for me. At one time we had 40° Réaumur (58° Fahr.) of frost, for a week. At this temperature if one spits the saliva falls to the ground as a solid lump of ice. As there was no wind, the cold was always bearable. In St. Petersburg, on the other hand, where wind and cold frequently come together, it is different. At 25° Fahrenheit degrees of frost the theatres are closed and people are warned to stay indoors."

"What was your experience of the people generally, and their relations with the official classes?"

"They always seemed to be on excellent terms. Almost every one you meet is either a political exile, or a time-expired criminal, or the descendant of one, but they are so used to their state of punishment that the fact is hardly ever referred to, and the prisoners seem to forget all about it. Time served political exiles are not debarré from holding official posts. The Director of the prison at Yenisei was himself a political exile; and really a convict might be very much worse off than he is in a Siberian town. I can quite imagine that to exile an educated man for four or five years to some lonely little station in the heart of Siberia, where he is entirely cut off from

congenial companionship and European civilization, is a very heavy punishment, but in the large towns life is quite different. There are excellent clubs and hotels which political exiles, and even criminals, are allowed to use. When I was at Yenisei there was a capital Russian company performing at the theatre. When balls are given at clubs or hotels, the exiles may take their wives and daughters to dance, but are not allowed to dance themselves. There is a great deal more complaint out of Siberia about the tyranny of officials than there is inside it, and the average notions about life in Siberia seem to me to be the outcome of entire ignorance. I must say, however, that the Russian officials take things too much au sérieux. They "drop upon" people for doing things which in England are laughed at and forgotten in twenty-four hours. They don't believe in the safety-valve principle, but maybe one official thinks that if he doesn't take notice of a thing some other official will, and everybody is watched, from a Governor downwards. You don't see the working of the system, but it is there all the same. Now I'll tell you about an affair which occurred when I was at Krasnoyarsk. There was a fancy-dress ball at the club, and, as usual in Siberia, everybody wore a mask. One young fellow thought he would create a sensation—and he did. He appeared as a sort of walking advertisement. On his breast were written some of the advantages of life in Siberia. On his back were the disadvantages, so strongly worded that a police official tapped him on the shoulder and requested him to step into a private room. This he did, and removed his mask, when it was found that he was a young student at the Tomsk University. He was told to leave the place, notwithstanding the indignation of the other guests at the official's action. The official reported the matter, there was talk of sending him to the front, and the culprit was finally sent back to Tomsk. I don't know what became of him. Probably he is at this moment in solitary exile in some out-of-the-way place. At any rate, as everyone at the ball agreed in conversation about the affair, his life was practically ruined through a freak which, in any country not under Russian rule, would simply have been laughed at."

"Have you had opportunities of seeing the treatment of exiles at the mines?"

"I have not yet been to any of them. The Russian Government is now sending more and more prisoners to the mines at Sappalinsk instead of the gold mines on the coast. I start for Vladivostok, which I very much want to see, in a few days. From there I hope to proceed to Sochalen, and then home via Japan."

"You have seen nothing of the great railway, I presume?"

"No; but had I known that the Carevitch was to turn the first sod I would have gone from Irkutsk to Vladivostok to meet him. But I knew nothing about it in the heart of Siberia. It is curious, by the bye, how little news about Russia is to be heard in Siberia. The telegraph system of Siberia is splendid; messages cost very little, and at most of the hotels there are telegrams posted up, giving the news of the day. Leaving out Russia, we had the news of the last Sunday Jack the Ripper attack at Irkutsk the evening after the murder was committed. As to the railway, I don't think the government ever contemplated its being used by globe trotters, as some people seem to think. It will be a military work, but its great importance will be in developing the vast mineral resources of Siberia. I believe the gold, etc., obtained during the progress of the work will pay the cost of the line. At present the Siberians only carry on gold-mining in a half-hearted way and with very inferior implements. An Englishman told me that with modern machinery he could extract a profitable amount of gold out of the refuse ore left by the Siberians after they had got all the gold they could out of it."

Asked to describe his route after reaching Yenisei, Mr. Price said he travelled eastward by way of Krasnoyarsk and Irkutsk (the direction of the central portion of the proposed railway) to Khabarovka, on the Mongolian frontier; thence S.E. to Ourga, the sacred city and headquarters of the Mongolian Buddhists. "Here," said Mr. Price, "I stayed a month in the heart of the city itself and saw all there was to be seen. No other traveller has stayed here more than a few days. Then I crossed the Desert of Gobi to Kalgan in twenty days, going by special permission with the two Cossacks who carry the Russian mail. I have travelled across the Kalahari and other African deserts, but for utter solitude and monotony of desolation I have never seen anything to equal the Desert of Gobi. For days and days we went on, over a plain as flat as a table, covered with fine gravel that would rejoice the heart of a gardener. Twice a day we came to wells; but if our beasts (camels) had been watered in the morning they were seldom indulged at night, probably to prevent them becoming unduly thirsty in the daytime, and they never seemed to want to drink. A camel seems to live on next to nothing. The camel cart in which I rode most of the way was the most atrocious conveyance it is possible to imagine. I almost think that if a camel-cart went over a level floor it would be affected by the geological formation of the ground underneath, and jolt accordingly. When I was tired of the cart I could ride on one of the 'ships of the desert' but I never got used to it. I am a bad sailor. From Kalgan I came by mule litter to Peking, and thence to Shanghai in the usual way."

"Then altogether your impressions of Siberia were distinctly favourable?"

"Unquestionably. It was a delightful experience, and I would willingly do all my travelling in Siberia over again. I like the Russians and I believe Englishmen generally would like the Russians too if they knew them better. The principal annoyances I experienced were the kissing and handshaking. They are the curse of Siberia. At a dance or at the theatre there is handshaking all round. If you leave your umbrella at a house and go back for it, you shake hands with your host as if you hadn't seen him for a month. And then the kissing—Mr. Price chuckled. "After my first experience, when a fellow suddenly seized me and kissed me twice on the lips, I always took care to have a pipe or cigar in my mouth when I was saying good-bye to a man. Unfortunately the custom is not in vogue amongst the ladies."

And the interview being finished, Mr. Price said good-bye to his questioner in strictly English fashion.

HUNAN.

A RECORD OF A SIX WEEKS' TRIP.

XI.

Boat travelling has its good times too; the night we left it was delightful to be able to rest in peace after a weary ten days' march. The river was clear, and the moon full, so we floated on till late. On either hand were high precipitous, some bare, some deeply clad with ferns and shrubs, but all crowned with graceful palms and bamboos, nodding down to us as best they could in the evening breeze. Deep down in the clear water, as far as the eye could see, on either hand were other rocks and other trees, nodding up in union with those above. For music there was the murmur of the hidden streams, as they made their way over the stones into the river, and occasionally the mild thunder of distant cascades. We felt we were far away in a region old where the rivers wandered over sands of gold,

as Mrs. Hemans sang, and although with her we knew it was not heaven, it nevertheless, was first-rate.

All along the river bank deeply laden boats of about 80, or 1,000 piculs burden were tied up in tiers waiting for a flood. Some of them had waited many weeks. The greater part of them were coal laden, and of the kind called *Ma-pien-tai*. These are built of boards roughly put together, with a mast and a big tree for a mast. They draw about five feet of water, and make only one voyage; then they are broken up. As they won't steer, and cannot stand any bumping on the rocks, it is these which give the river its bad name for danger. I have noticed that elsewhere an attempt is generally made to adapt the boat to the nature of the waterway, or to improve the waterway for the sake of the boat, but these are ideas which have not as yet dawned on the Paoting mind. They go on building and loading these great unwieldy craft, and then sit down to wait resignedly till Providence sends a spate to wash them out into the Tungting lake. A foot and a half of water may be counted on in the shallows at all times, and the Chinese clerks can do a deal of traffic on that depth. Besides more could be easily obtained were it any one's business, which it is not, to do a little banking and dredging. The rapids were decidedly disappointing. They were of the open mill-race kind, as a rule without obstruction, and with ordinary care not in the least dangerous. We got a little excitement out of one or two of them through a strong head wind, which raged against us all the way, suddenly shooting down through a gorge and turning our boat round just on the brink of the rapids, so that we took several of them broadside on. Once while thus occupied another boat ran into us and ought to have upset or stove us in, but fortunately did neither, and once we ran clean out of the water on the tail of a bank, also without scathe. These things, however, were exceptional, and were due to our persisting in travelling in exceptional weather.

Between Hingwa and the town of Lungping, half-way, there are quite a number of iron smelting works which filled the valleys with smoke in real civilised-like fashion. We visited several of them. They employed about 50 men each, and were said to turn out about twenty piculs of iron a day. In no case did they seem to be owned, or managed, by natives of that district. Lungping, with Kinkow, and Wang-saping, three towns all close together, is now the centre of the great tea trade of Nanhwa, or, as it is called in the special lingo of the foreign tea business, "Canka." Just then the trade was at its blishest. On all the hillsides the pickers were to be seen hard at work, and the tea leaves were drying in the sun on mats before every cottage door. The three great packing centres simply swarmed with people, rushing and bustling, like great human anthills. The tea is brought to them by the farmers from immense distances, and was then selling at from 800 to 1,000 cash a catty—six or seven taels a picul. The article brought from 50 to 70 taels a picul in the Hankow market afterwards, there was a fat profit for somebody, even after allowing a good margin for the expense of packing, transport and Customs dues. They told me again and again that this year's crop was much better in quality, but shorter in quantity, than last year's, which however was the kind of information they would have given in any case, as that best calculated to keep up prices. It seemed to me there was tea enough on every hand for all the world to drink.

At Iyanghsien we were once more upon familiar ground. I had been there before twice, and my first visit paid under very peculiar circumstances. This city is the third trade centre of the province, so when I first proposed to go there, and was informed that the thing was impossible, because it had been captured by 200 robbers who then held it, I simply supposed the authorities were drawing on their imaginations a little more freely than usual. The idea that 200 people could come into a city of 200,000 inhabitants, and scare every man of them out of it, by simply running about and stabbing people with short knives, and setting fire to houses, was one which I decidedly refused to entertain though watched for by the highest and best authorities. Since then I have learned that such things are by no means unusual in China. In Hankow they still speak with bated breath of the 28th of the 3rd moon, on which night some nine years ago a score of determined men could have taken the town. The very rumour that something of the sort was about to be attempted sent the people flying far and near for days, and left it empty. N. C. Daily News.

(To be concluded.)

FOOCHOW.

July 18th.

A native paper says that a French merchant recently went to Chefoo and waited upon Sheng Tsou, of whom he requested permission to ship 2,500 coals to France, to work in some copper mines. Sheng replied that he did not possess power to grant such a request, but that it lay with the T'ungchi yamen to do so. The French merchant accordingly proceeded at once to Peking.

There has been a great diminution of the late prevailing sickness amongst the natives in the neighbourhood, attributable in the native mind to the heavy rains having been rather too much for the evil spirits who caused the sickness and driving them away. The real reason is, that their dirty streets have been thoroughly cleaned by the late rains and as a result the air in their houses has been purified.

It is gratifying to know that although the rice crops have suffered severely from the late floods, the price of the grain, so far from rising, is daily becoming cheaper. The importations of late have been considerable, and still further supplies are daily expected. So the poorer classes are happy. A chair coolie, or any other labouring man, grumbles terribly if his daily consumption of rice costs him more than 30, to 40 cash.

We are informed on good authority that the Magistrates of Kien-yang, Aou-ning and Nanyang districts have respectively petitioned the high authorities for advice how to act under the following circumstances. In the districts under their jurisdiction, several natives have appeared, to rent houses, and after the leases were completed foreigners came to occupy the said houses, and intended to convert them into chapels. To this the people in the several localities strongly objected and riots were feared, such as took place on the Yangtze. The magistrates wisely ask for advice in anticipation. —Echo.

Today's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

THE Company's Steamship.

"HAI-TAN."

Captain S. Ashton, will be despatched for the above ports on FRIDAY, the 24th instant, at Noon.

For Freight or Passage, apply to

DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 22nd July, 1891. [1019]

**Intimations.**

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**THEATRE ROYAL, CITY HALL, HONGKONG.**

**THE OPERA COMPANY.**

THIS EVENING (WEDNESDAY), JULY 22ND.

Final Rehearsal of GILBERT and SULLIVAN'S ROMANTIC "THE YEOMEN OF THE GUARD."

Cast of Characters:—

Sir Richard Chelmoudeley Mr. F. Saxby.  
(Lieut. of the Tower) ...  
Colonel Fairfax (under Sentence of Death) ... Mr. W. Walshe.  
Sergeant Meryll (of the Yeomen) ... Mr. P. Vernard.  
Leonard Meryll (his son) ... Mr. E. Faarley.  
Jack Point (a Strolling Tester) ... Mr. F. Wentworth.  
Wilfred Shadbolt (Jailer and Tormentor) ... Mr. H. Hall.  
The Headman ... Mr. Smythe.  
First Yeoman ... Mr. S. Dean.  
First Citizen ... Mr. King.  
Phoebe Meryll (Sergeant Meryll's Daughter) ... Miss Vera Patey.  
Dame Carruthers (Housekeeper of the Tower) ... Miss B. Royal.  
Kate (her Niece) ... Miss C. Denver.  
Elsie Maynard (a Swell) ... Miss A. St. John.  
Ing Singer) ...

Conductor, Mr. T. ZEPLIN.

THURSDAY, the 23rd July, Gounod's Grand Opera "FAUST."

GENERAL ADMISSION:—\$3, \$2 and \$1.  
Plan now Open at Messrs. Kelly & Walsh, Limited.  
Hongkong 22nd July, 1891. [1005]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship

"DIAMANTE," Captain Gerard, will be despatched for the above ports on SATURDAY, the 25th inst., at 4 P.M.

For Freight or Passage, apply to SHEWAN & Co., Temporary General Managers.  
Hongkong, 22nd July, 1891. [1021]

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE, AND YOKOHAMA, VIA INLAND SEA.

THE Steamship "DENBIGHSHIRE," Captain Gedy, will be despatched as above on or about the 29th inst.

For Freight or Passage, apply to DODWELL, CARILL & Co., Agents.  
Hongkong, 22nd July, 1891. [1018]

"SHIRE" LINE OF STEAMERS.

FOR HAVRE, LONDON HAMBURG, AND ANTWERP.

THE Steamship "CARDIGANSHIRE," Captain Jenkins, will be despatched as above on or about the 31st instant.

For Freight or Passage, apply to DODWELL, CARILL & Co., Agents.  
Hongkong, 22nd July, 1891. [1811]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

CHEAP EXCURSION TO MACAO AND BACK.

WEATHER permitting, the "HONAM" will leave Hongkong on SUNDAY next, the 26th instant, at 9 a.m., returning from Macao, at 10 p.m.

Passengers wishing to return by the "KIUNG-CHOW" leaving Macao at 6 p.m., can do so.

First Class Fare to Macao and back, \$2. No Second Class or Single Fare, Chinese servants, 50 cents each way. No Chits will be taken.

By Order of the Board of Directors.

T. ARNOLD, Secretary.  
Hongkong, 22nd July, 1891. [1019]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of Cargo per Steamship "CITY OF RIO DE JANEIRO" The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN, Agent.  
Hongkong, 22nd July, 1891. [1019]

FOR SALE!!

BEST STEAM COAL.

The Undersigned, having been appointed Agents for the sale of the WAN AN (Formosa) STEAM COAL, are prepared to supply the same in any quantities to suit buyers, at VERY REASONABLE RATES.

SPECIAL QUOTATIONS TO LARGE CONSUMERS.

For Particulars, apply to TUCK YUE & Co., No. 37, Praya Central, Hongkong, 22nd July, 1891. [1022]

JOHN AMBROSE CLARKE, Teacher of Officers and Engineers, No. 75, WYNDHAM STREET, Opposite Central Police Station.

CANDIDATES prepared for the MARINE BOARD EXAMINATIONS. Author of the "NEW NAVIGATION" And an "Arithmetic" for Engineers, \$5. Hongkong, 7th February, 1891. [1026]

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The Undersigned, having been appointed Agents for the sale of the WAN AN (Formosa) STEAM COAL, are prepared to supply the same in any quantities to suit buyers, at VERY REASONABLE RATES.

SPECIAL QUOTATIONS TO LARGE CONSUMERS.

For Particulars, apply to TUCK YUE & Co., No. 37, Praya Central, Hongkong, 22nd July, 1891. [1022]

JOHN AMBROSE CLARKE, Teacher of Officers and Engineers, No. 75, WYNDHAM STREET, Opposite Central Police Station.

CANDIDATES prepared for the MARINE BOARD EXAMINATIONS. Author of the "NEW NAVIGATION" And an "Arithmetic" for Engineers, \$5. Hongkong, 7th February, 1891. [1026]

**HONGKONG CLUB. NOTICE.**

AN EXTRAORDINARY GENERAL MEETING will be held at the Hongkong Club, on FRIDAY, the 31st July, 1891, at 4.30 p.m., for the purpose of considering general alterations to the Club Building.

By Order of the Committee.

ED. INO. BOARDS, Acting Secretary.  
Hongkong, 22nd July, 1891. [1020]

**Intimations.**

HONGKONG RIFLE ASSOCIATION.

A COMPETITION for the SHORT RANGE (200 and 300 yards) CHALLENGE CUP will take place at Kowloon on SATURDAY, the 25th July, commencing at 2.45 p.m. Conditions same as formerly.

A Launch to convey competitors will leave Pedder's Wharf at 2.15 p.m.

J. ANDERSON, Acting Hon. Secretary.  
Hongkong, 20th July, 1891. [1016]

BOARD AND LODGING.

COMFORTABLY FURNISHED ROOMS, with Board.

Apply to Mrs. MATHER, 2, Pedder's Hill.  
Hongkong, 20th July, 1891. [1027]

INTIMATION.

**J. Blackhead & Co.**

SHIP-CHANDLERS, SAIL-MAKERS, and PROVISION MERCHANTS, NAVY CONTRACTORS & GENERAL COMMISSION AGENTS, No. 11, Praya Central, (Opposite Pedder's Wharf).

SOLE AGENTS FOR RAHTJEN'S GENUINE COMPOSITION FOR THE BOTTOMS OF IRON SHIPS.

HARTMANN'S GREY PAINT, specially manufactured for coating the inside of STEEL SHIPS. SPECIALLY SELECTED. EX. PRIME, PORK and BEEF in Barrels.

AMERICAN PRIME SUGAR-CURED HAMS and BACON.

CHR. MOTZ & Co., BORDEAUX CLARETS, CEMENT from the celebrated Factory of Hennebier.

FLensburg STOCK BEER, ENGINEERS' and BLACKSMITHS' MACHINERY and TOOLS. EVERY KIND OF SHIP'S STORES and REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES. ALL KINDS OF COALS SUPPLIED AT THE SHORTEST NOTICE.



